of India or from its financnal institutions;

(b) whether the vessels earlier supplied by Korean shipyards did not last upto the declared age of each ship;

(c) whether the SCI has not located any other competitive bidders of Western European countries nor has investigated the domestic resources with any foreign collaboration etc. before the above proposal; and

(d) if so, the facts and details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) Yes, Sir. The Shipping Corporation of India has entered into contracts for the building of;

(i) 2 Product tankers of 43,900 DWT each at the shipyard of M/s. Hanjin Heavy Industries Company Limited.

(ii) 3 Container vessels of 1450 TEU capacity each at the shipyard of M/s. Hanjin Heavy Industries Company Limited, South Korea.

(b) The vessels so far acquired byShipping Corporation of India from Korean Shipyards are operating satisfactorily and are expected to last their normal life.

(c) and (d) The above orders were placed by Shipping Corporation of India after inviting global tenders from various shipyards.

Hurdles posed by Ports in promotion of Export

1921. SHRI KRISHNA KUMAR BIRLA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government's attention has been drawn to the news item under the caption "Indian ports a hurdle to export drive" as reported in the Indian Express dated the 23rd April, 1992;

(b) if so, the details thereof;

(c) whether various Indian ports are posing great hurdles in the promotion of exports; and

(d) if so, the steps Government propose to take to remove such hurdles?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) Yes, Sir.

(b) The report speaks of poor productivity, high costs and delays in Indian ports which has resulted traffic from India being transhipped in Colombo.

(c) No, Sir.

(d) In order to make Indian Ports a centre for aggregation of container the Cabotage Law has been relaxed for a period of five years. Liberalisation of Stevedoring licences has brought about competition thus in reduction of costs. Productivity has also increased by introduction of greater mechanisation probably delays to ships have been drastically reduced.

Revival of payment of compensation for Passes

1922. SHRI SURESH KALMADI:
SHRI RAJNI RANJAN SAHU:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the Delhi Transport Corporation proposes to revive the payment of compensation for passes to private operators, after stopping such payments in December, 1991;

(b) if so, what are the reasons therefor, and the actual amount pay-